श्री सभापति : आप मेरी सुनिए । निर्देश की आवश्यकता नहीं हैं । ...(**व्यवधान**)... माननीय सदस्य, Please take your seat. आप बैठिए । ...(**व्यवधान**)... आप बैठिए तो सही । बैठिए आप । ...(**व्यवधान**)... Please take your seat. वंदे मातरम जैसे इम्पोर्टेंट इश्यू को आप इस तरह से क्यों लेना चाहते हैं ? ...(**व्यवधान**)... आप बैठ जाइए । Please take your seat. ...(**व्यवधान**)... मैं एलाउ नहीं कर रहा हूं । Nothing will go on record. आप बैठ जाइए । क्वैश्चन आवर के बाद वंदे मातरम की बात हो जाए, तो क्या आपत्ति हैं ? ...(**व्यवधान**)... क्वैश्चन नंबर 361 ...(**व्यवधान**)...

श्री सी. पेरूमल (तमिलनाडु) : सर, क्वैश्चन नंबर 361 ...(**व्यवधान**)...

श्री सभापति : अभी मैं वह नहीं लूंगा । आप बैठ जाइए, मैं नहीं लूंगा । अभी वहां पार्टीज मीटिंग में सब तय किया हैं ।

श्रीमती सुषमा स्वराज (मध्य प्रदेश) : जी हां, तय किया हैं ।

श्री सभापति : आप खड़े होकर बता दीजिए कि तय हुआ हैं । ...(**व्यवधान**)... तय किया था, तो बैठ जाएंगे सब ।

श्रीमती सुषमा स्वराज : सभापति जी, आपने दी हैं इजाजत और इसे शून्यकाल के दौरान उठाएंगे । मानव संसाधन विकास मंत्री चाहते हैं कि उनके सामने उठे । वे आ जाएंगे, उसके बाद उठाएंगे, बहुत शाइस्तगी से उठाएंगे ।

श्री सभापति : आपने यह बहुत समझदारी की बात की । क्वेश्चन नंबर 361.

ORAL ANSWERS TO QUESTIONS

Powers to DGCA

*361. SHRI C. PERUMAL: Will the Minister of CIVIL AVIATION be pleased to state:-

(a) whether Government have proposed to give more teeth to the Directorate General of Civil Aviation (DGCA);

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) The powers of Directorate General of Civil Aviation are reviewed from time to time to keep them in consonance with international aviation requirement and powers are delegated, amendment in the Aircraft Act/ Rules are carried out accordingly.

(b) While powers have been delegated to DGCA in recent times relating to licensing of airports, grant of extension to foreign pilots and engineers, relaxation of statutory time limit for issuance of pilots' license, stay of foreign aircraft in India, change in name of aircraft etc., amendment in Aircraft Act is proposed to, *inter-alia,* empower DGCA to license personnel engaged in Air Traffic Control, certification, inspection and regulation of communication, notification and surveillance/air traffic management, impose penalty for contravention of the provisions of Chicago Convention.

(c) Does not arise.

SHRI C. PERUMAL: Sir, my first supplementary is this, Whether it is proposed to set up an airlines regulatory authority or to convert the existing DGCA into a full-fledged authority by including matters relating to regulation of flight schedule, flight safety, etc. And, if it is proposed to set up a separate authority, by when it is going to be set up.

SHRI PRAFUL PATEL: Sir, the DGCA itself is a regulatory authority having enough teeth. But, we want to strengthen it further in view of expanding civil aviation sector. For information of the hon. Member, I would say that we had appointed Kaw Committee sometime in 2005. We received the Report of the Committee. Many experts were there on the Committee. All the issues, which he has precisely mentioned, have been taken into account. In fact, we have also gone one step further. We have gone in for an amendment to the Aircraft Act. Recently, a Bill has been introduced. As soon as it becomes an Act as suggested by the Government, there will be a lot of powers to the DGCA in various sectors of the aviation activities. The Government have already accepted most of the Kaw Committee's recommendations. Further, on some of the suggestions, consultations are going on. So, broadly, we do share the concern of the hon. Member and the DGCA, with all this additional powers, will be competent enough to look into various factors and aspects which the hon. Member has mentioned.

SHRI C. PERUMAL: Sir, my second supplementary is this. Are there any recommendations of the Kaw Committee that have not been accepted?

If so, the reasons thereof. I will also like to know whether foreign pilots are being engaged indiscriminately because of the shortage of pilots in the country. It 'yes', are the security aspects being taken into consideration? What has been done to recruit pilots domestically?

SHRI PRAFUL PATEL: Sir, there were around 276 recommendations of the Kaw Committee. Out of which, 157 recommendations are to be implemented by the DGCA and the Ministry. These have broadly been accepted for implementation. Sixty-two recommendations required further examination. The Ministry and the DGCA are doing so. Fifty-four recommendations are such where we need consultation with other Ministries also. So, broadly on the point that the hon. Memebr is making, I think, the Kaw Committee's recommendations have been very useful and helpful. We would like to see them being implemented at the earliest. So far as engaging foreign pilots is concerned, we all know there is shortage of pilots in the country because the civil aviation sector has expanded very rapidly. In fact, this year, for the information of the hon. Members, there was roughly 50 per cent growth in the domestic sector. And, this trend is likely to continue. For the time being, because of the shortage of pilots in the country, foreign pilots are being recruited by different airlines. But only after all the requirements of the DGCA and the security agencies are met can any foreign pilot operate in the Indian skies.

SHRI CHITTABRATA MAJUMDAR: Sir, a number of private airlines are flying in the Indian skies. Keeping in view the prevailing terrorism, I would like to know whether any power has been delegated to the Director General of Civil Aviation to look after the security measures of the airports.

SHRI PRAFUL PATEL: Sir, the security *perse* function of any airport, the DGCA has overriding powers over a lot of issues. There is no dispute about that. But, when it comes purely to the security-related issues, there are various agencies, like, the Bureau of Civil Aviation Security, which broadly defines the guidelines of airport security and the peripheral issues; the CISF is directly and physically looking after the airport security; we work in consultation with the Ministry of Home Affairs. Even the clearances, required for airlines or pilots or whatever the other things, are given only after the due process has been followed by the Ministry of Home Affairs and is received by us in writing.

SHRI SANTOSH BAGRODIA: Sir, it has been noticed that some of the foreign pilots neither know Hindi nor English. This creates a lot of problem.

There may also be security risks at the airports. Therefore, I would like to know from the hon. Minister while granting licences or granting extension or even allowing foreign pilots, either operating on our airlines of any of the Indian operators or pilots coming with foreign airlines, whether a lanugage proficiency test is must. If not, will the hon. Minister consider it?

SHRI PRAFUL PATEL: Sir, broadly speaking, the foreign airlines, which operate in India, are governed by international protocols. So, the language has to be one of the tests that every DGCA or regulatory authority, in their respective countries, has to consider. But as far as foreign pilots operating within India for a limited period of time, there is an English proficiency test which these pilots have to give to the DGCA, and then only they are able to operate within India. But, otherwise like our pilots go to overseas countries, there is an English ...*(Interruptions)* of course, our English accent is a little bit more acceptable. We do not realise it. Different countries have different types of accents. But there has to be a certain kind of acceptable proficiency which would be enabling a commander to fly. We have our own test in India because we allow foreign pilots to operate.

श्रीमती विप्लव ठाकुर : सभापति जी, मैं माननीय मंत्री जी से जानना चाहती हूं कि जो पायलेट्स फॉरेन से, जैसे टैक्सास बगैरह से ट्रेनिंग लेकर आते हैं, यहां आने पर क्या उनका कोई एग्जाम लिया जाता हैं ? दोबारा से उनका टैस्ट लेने का क्या कोई प्रावधान रखा गया अथवा फिर उसी ट्रेनिंग के ऊपर ही उन्हें यहां पर रेक्रूट कर दिया जाता हैं ?

SHRI PRAFUL PATEL: Sir, all pilots have licences which are given to them. If somebody has come from the U.S., he has the FAA licence, and if somebody comes from Europe, he has the JAR licence. But, at the end of the day, our DGCA take's a test before allowing the pilots to fly on Indian skies.

SHRI C. RAMACHANDRAIAH: Mr. Chairman, Sir, security in the civil aviation sector is of paramount importance today. One employee, who is a suspected culprit in the conspiracy to blow the U.S. bound Airlines from Great Britain, has been suspended. In that connection, we have learnt that a letter has been written by the Singapore Airlines to the Government of India. What exactly is the Government's reply? The second point is, how do you assess the bonafides of the employees of the private airlines who are working with this organisation? How are you trying to scrutinise the credentials of these employees? Sir, national security is involved here.

SHRI PRAFUL PATEL: Sir, broadly, this question does not even arise out of the main question. But, I will, for the sake of my friend, Shri C. Ramachandraiah, answer it. He is an old friend of mine. I do not mind going a little bit beyond this question. He was referring to a security issue or a lapse which took place in the United Kingdom. Now, the employee; the so-called employee; the concerned person—I am also going by certain reports and what has been intimated to us by the Airlines—is a U.K. National. He was employed there. He has the security clearance of the concerned authority which allows employees to work, like we have our own security pass to work in a particular airport, the same thing applies there. He is a local employee there. So, I do not think I have anything to add on to that. But as far as any communication received, at least, by the Ministry of Civil Aviation is concerned, I have been told that they have not yet received any communication from any overseas agencies to respond in that manner.

MR. CHAIRMAN: Shri K. Malaisamy.

SHRI C. RAMACHANDRAIAH: But the security clearance given to the ...*(Interruptions)*...

MR. CHAIRMAN: Please, please, ...*{Interruptions)*... No; there is no supplementary. Shri Malaisamy.

DR. K. MALAISAMY: Though delegation of powers and decentralisation of powers are given and they are the accepted concepts of modern management and administration, is it true that such of those delegated powers are exercised by the delegatee or,still the delegated powers are being exercised by the power centre, namely, the delegator. In other words, I come to your own specific issue. As far as the Director General is concerned, though the powers are defined and given, many times he comes and consults, formally and informally, and decisions are being taken with a remote control. Is it true or not?

SHRI PRAFUL PATEL: Well, I think, I cannot answer beyond this fact to state that the DGCA is a statutory body and it draws a lot of its powers from what we have enacted here. I think, they are doing a fairly good job. **And,** again, I repeat that whatever needs to be done further in view of the expanding Civil Aviation sector, the Government also will have to, at some stage—^-ultimately, it is the Government which has to do it and I am answering on behalf of the Government—support their endeavours to be even more autonomous than what they are.